

The Federal Aviation Administration

Home Site Map DOT Ask FAA

Search **FAA Office of System Architecture and Investment Analysis**


ASD
ASD Home
About ASD
Library
Office Location

Overview of the FAA
ADS-B Link Decision

The Approach and Basis for the FAA
ADS-B Link Decision

ADS-B Link Decision

Page updated 07/11/2002



FAA OFFICE OF PUBLIC AFFAIRS

PRESS RELEASES

800 INDEPENDENCE AVE., WASHINGTON D.C., 20591

[HTTP://WWW.FAA.GOV/APR](http://www.faa.gov/apr)

FOR IMMEDIATE RELEASE
APA 27-02
July 1, 2002
Contact: Tammy L. Jones
Phone: 202-267-3883

FAA Announces Automatic Dependent Surveillance -Broadcast Architecture

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) announced today the surveillance data links it has chosen for Automatic Dependent Surveillance – Broadcast (ADS-B), a surveillance technology that enables applications that allow both pilots and controllers to have a common picture of airspace and traffic. ADS-B increases safety, capacity and efficiency and is considered a cornerstone enabler for "Free Flight."

The FAA having completed the technical and economic evaluations of the alternative ADS-B technologies, has decided that ADS-B will use a combination of the 1090 MHz Extended Squitter ADS-B link for air carrier and private/commercial operators of high performance aircraft, and Universal Access Transceiver (UAT) ADS-B link for the typical general aviation user.

ADS-B airborne systems transmit an aircraft's identity, position, velocity, and intent to other aircraft and to air traffic control systems on the ground, thus allowing for common situational awareness to all appropriately equipped users of the national airspace system.

This link decision responds to a request from the RTCA Free Flight Steering Committee (an aviation industry advisory committee) to evaluate operational enhancements supported by ADS-B. The RTCA further recommended that the FAA evaluate the ADS-B technology alternatives.

The FAA's link selection is compatible with a joint strategy currently being coordinated between EUROCONTROL and the FAA for implementing ADS-B enabled applications, thus providing for interoperability between the U.S. and Europe.

This decision also means that the agency will actively work with the aviation community to:

- develop and implement beneficial ADS-B applications, thereby stimulating user equipage,
- ensure that ADS-B is globally interoperable,
- develop the necessary standards,
- support spectrum planning, and
- identify equipage requirements (for both aircraft and ground systems).

Further details of the ADS-B architecture decision are available on the FAA website at: <http://www.faa.gov/asd>

###